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239

CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

COUNTRY Hungary

SUBJECT Railroad Car Production and Export

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THIS IS UNEVALUATED INFORMATION

1. The Wilhelm Pieck car factory at Győr, formerly known as the Győri Vagongyár, produces numerous types of cars and is now exporting them 25X1

2. The major officers are: Director - Albert Lakatos, Chief Engineer - József Vadas, Main Section Head - Sándor Nagy, Party Central Secretary - Lajos Szabó, Chief Technologist - József Petrócz, Union President - András Görlicz, Head of the Passenger Car Section - (fnu) Klebersz, Head of the Crane Section - Imre Horváth, Head of Crane Assembly - István Tamás, Head of the Foundry - János Kovács.

3. During the first half of 1953 production for export fell far behind plans. Demands for fulfillment of orders began to accumulate and the management attempted to place the blame on non-deliveries from other firms. This was sometimes correct. In the crane section, for instance, deliveries to the plant were far behind. As a consequence, the work of the crane assembly section became unreliable.

4. The reserve supplies of the undertaking were exhausted in the fall of 1953. Other heavy industries would have had to stop work unless the reserve supplies at Győr were made available, and the Ministry of Heavy Industry ordered that 8,000 tons of rolled material should be turned over. As a result things were no better at the Wilhelm Pieck factory.

SEE LAST PAGE FOR SUBJECT & AREA CODES

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5. Another fact that did not help production was that the workers received insufficient food. Workers often had to stand in line for hours after work, and even then sometimes got nothing.

6. There are constant efforts to install new work methods. Most of these are of little importance, or are used chiefly for propaganda purposes, but in the steel foundry a centrifugal method that gave good results was worked out.

7. The factory works closely with the Transportation Technical University in Szolnok. The dean of this university, Prof. István Turányi, and several of his professors often spend several days at the car factory, working out problems with engineers and section heads.

8. Raw materials come to the factory from practically every heavy industry combine in Hungary. Iron and steel are delivered by Diósgyör and Ózd; semi-finished products come from Csepel, Salgótarján and Ózd. The Dimávag undertaking furnishes springs. The Diósgyör foundry sends parts for cranes, especially gears, but deliveries are often so delayed as to cause difficulties. The Láng firm needs steam machinery for export cranes. Dimávag sends mechanical parts for steam cranes. Between Aug and Oct 1953 production was slowed up by shortages of material and of oxygen.

9. An altogether new crane assembly shop was completed and work has begun on the assembly of two 30-ton cranes. A new press shop is being completed. The electro-lytic section has set up a new shop, producing hard chromium plating, for the use of the rest of the factory.

10. The factory is at present busy with the following productions:

a. Steam cranes. The factory can now produce monthly, thirteen or fourteen 45 ton railroad steam cranes. Down to the fall of 1953 production was only six a month, and practically all of these went to the USSR. More than 170 such cranes have been produced for the USSR, and at present the factory is at work on an order for 20 more. Only one crane has been produced recently for Hungarian use; it went to Stalinvaros.

b. Tank cars. For some time the factory has been working on the production of oil and gasoline tank cars. During the second half of 1953 two such cars of a new type were produced, with 20 tons capacity. During 1954 these will go into mass production for the USSR.

c. Freight cars. In the first half of 1953, 60 freight cars of a new type were produced, special cars for the USSR. Information has been collected about the production of special heavy cars for tropical and sub-tropical climates and production can begin in 1954.

d. Slag cars. During the second half of 1953, six slag cars were produced for Hungarian heavy industry. Cars, for carrying raw iron, for use inside a factory, were also produced in considerable numbers.

e. Small dump cars. A new type of small dump car is being produced for the USSR. Mass production of the new type will begin in 1954.

11. The most important export production of the factory is in railroad cars for fast trains. There are several types:

a. Four-axled cars for postal service, baggage and perishable goods. The car is equipped with Sheffield pivot mounting and roller axle box and has a rubber springed draft gear. The buffer is also springed with rubber. The car has a vacuum brake and a hand brake. The undercarriage and the body are of welded steel construction and form a unit. In the interests of reducing weight, rolled and pressed steel with a high shearing resistance is used wherever possible. The roof of the car is made of a steel rich in copper. The car is intended for express trains. To insulate against heat, roof plates and side plating are lined with "limpet," an asbestos compound. The sliding doors are supplied with dust filters. Various doors and windows are supplied with pressed steel Venetian blinds. Lighting is supplied by an electric dynamo and generator on the "Stone" system.

b. Normal-gauge passenger cars, 2nd class. These cars also are produced for international express train traffic. Great attention is given to providing for fast traffic. The internal equipment is luxurious. The "Pennsylvania" trucks have welded necks and roller bearings. Buffers are rubber springed. The car has a vacuum brake. Undercarriage and body are welded together. The car is thoroughly insulated against heat and dirt. Wood lining is covered with "formica." There are 64 seats with "Salta" upholstery, covered with "Vynide" artificial leather. As many of these cars are produced for tropical and sub-tropical service, there is an air circulation system. In export service these cars can be provided with a buffet.

c. Four-axled passenger cars 3rd Class, type CAK. The welded rolling structure is of the "Dr. Rónai Ganz" type with SKF bearings, which have thus far been secured, though with great difficulty. The car has an air brake on the Hildebrand Knorr system, and there is also a hand brake. Undercarriage and body form a single structure. There are 32 seats, a W.C. and a foyer. The floor is covered with "Alfol." The sides are lined with oak plywood. The seats are upholstered with horsehair covered with cowhide. There are rolling curtains for the windows. Lighting is by means of a Ganz dynamo coupled with a generator. The car has low pressure steam heating on the Kurz system, and also a single phase electrical heating arrangement.

d. Four-axled sleeping cars 1, 2 and 3 class. The rolling structure has SKF bearings. The draft gear is of the Chevalier and Rey type. The brake structure is of the Westinghouse type, combined with direct braking, as well as a hand brake. Undercarriage and body are covered with steel plates, the roof is copper-rich steel. Much attention is given to protection against corrosion. Side and front are insulated with "Isofex," and roof plates by the "Flockage" system. Wood lining is of artificial mahogany. Each compartment has a porcelain wash basin with hot and cold running water and a table. Compartments and corridors are carpeted. Lighting is furnished by a dynamo and generator on the Iron Clad system.

e. Four-axled all steel dining car. The rolling structure is welded. The car is specially springed and equipped with SKF bearings. Draft gear, brakes and insulation are the same as in the sleeping cars. Interior decoration is steel plates in light green with silver and chromium decoration. There is a foyer, a kitchen, a bar, a pantry, a washroom, two eating rooms, a heating compartment. The car has room for 56 diners. Lighting and heating are the same as in the sleeping cars.

12. Plans have been worked out for a new car for local traffic. The car has four doors on each side, a modern ventilation system and lowerable exits. The first experimental car was completed at the end of 1953. After some improvements it will go into mass production in 1954, and will be reserved for worker trains in the neighborhood of the Hungarian capital.

13. Work is progressing on plans for a passenger car with modern air conditioning, for both heating and cooling. This car is intended especially for export to the USSR 25X1

14. During 1953 nine express cars, fitted out with the utmost luxury were delivered to the USSR. This was a special order and the delivery was late.

15. At present the factory is producing 17 fast train passenger cars for export every month. This production figure was only attained in Sep 1953; previous to that date the figure was not above nine or ten a month. The increase was made possible through the acquisition of standard parts.

16. Cars for export are handled through the Hungarian State Commercial Enterprise, and the export is made only against dollar currency or the most valuable raw materials. The factory would willingly cut down on its production for the USSR, but there is little hope of this as the demands for rolling stock from the USSR constantly increase. The Hungarian railroads get only a few second class cars and small passenger cars for local traffic. 25X1

17. Parts for bridges in considerable number have been exported

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